



MARIN COUNTY  
COMMUNITY DEVELOPMENT AGENCY

ALEX HINDS, DIRECTOR

January 30, 2006

Eileen Wenger Tutt, Special Advisor to the Secretary  
California Environmental Protection Agency  
1001 I Street, P.O. Box 2815  
Sacramento, CA 95812-2815

Dear Climate Action Team,

The County of Marin strongly supports Executive Order S-3-05, which sets aggressive targets for reducing greenhouse gas emissions in California. In the subsequent "Draft Report to the Governor and Legislature," the strategies proposed by the Climate Action Team show vision and provide solid direction as to how to address California's anthropogenic sources of greenhouse gas emissions. The intent of this letter is to commend the efforts of the Climate Action Team, provide information about what local governments like the County of Marin are doing to address climate change, and finally, to provide suggestions on how the State can work with local governments on these issues.

California has responded to climate change concerns on many fronts. Due to regulations such as CARB's greenhouse gas emission standards for vehicles, CIWMB's waste diversion mandates, the Renewable Portfolio Standard, and most recently the California Solar Initiative, the State has already established some of the most important efforts in the country. However, California is the 12<sup>th</sup> largest contributor to global warming in the world, with transportation as the single largest component of our emissions. Therefore, it is particularly important that our response to transportation be proportionate. Californians stand to benefit enormously from programs that increase alternative fuel use, boost fuel economy, and add public transportation options. To this end, proper investment is fundamental to ensuring that these strategies are implemented. The Team's recommendation to accomplish this via a public goods charge is appropriate and measured. The transportation public goods charge has a model to follow from the electricity industry, which has so successfully helped transform California into the most energy efficient state in the U.S per capita. State leadership is critical; our transportation problems cannot be solved one jurisdiction at a time.

However, local governments can serve as valuable allies in achieving many of the transportation-related goals outlined in the Report. Local governments have both the desire and ability to assist with implementation measures; traffic congestion negatively impacts productivity in the region and is of significant concern for local residents. Furthermore, local governments set policy related to land use and development decisions that influence transportation patterns.

In addition to transportation planning, the County of Marin, like many local governments, has specific efforts underway that create additional opportunities for cooperation. For example, the County is active in assessing local renewable resource potential, conducting outreach and operating programs that would support and enhance the State's recommended actions. In regards to solar energy, over 3.5 Megawatts of photovoltaics have been installed on Marin County homes, businesses and institutions to date. To increase solar installations, the County performed an extensive analysis of solar potential using local geographic data. This analysis identified more than 600 public and commercial buildings as good candidates to install large photovoltaic systems – enough area

combined to install upwards of 75 Megawatts. In conducting outreach to these entities, the County has found that there is significant interest in solar. Sixty-five businesses have responded positively to outreach mailings to date, and many are pursuing photovoltaic projects.

The County of Marin is also in the process of updating the Countywide Plan, which is the state-required master plan guiding local land use and development. In its current iteration, the Countywide Plan has a strong greenhouse gas component, which outlines strategies for mitigation and adaptation to climate change. Smart land use strategies have been incorporated with extensive policies to support multiple modes of transportation that will lead to less dependence on single occupancy vehicles and provide better access to public transportation. We are also investigating the possibility of including a greenhouse gas emissions component in the Environmental Impact Review (EIR) process to begin evaluating the impacts of particular development projects on climate change.

The County of Marin has been engaged in climate protection efforts for several years now. In August 2002, the County joined the Cities for Climate Protection campaign, administered by ICLEI. Under this campaign, the County has conducted an emissions inventory, set targets for reducing emissions and is developing its implementation plan, which will largely rely on the policies adopted in Marin's Countywide Plan. Communication between the State, groups such as ICLEI and municipalities is necessary to ensure that State, regional and local policies are properly aligned and result in the greatest possible emissions reductions.

We recommend that the State work with ICLEI and other municipalities to support local efforts, enhance program development, and to conduct outreach to constituents. We appreciate your leadership and look forward to continued progress in this area.

Sincerely,

Alex Hinds, Director  
Marin County Community Development Agency

By: \_\_\_\_\_  
Gwendolyn Johnson Rose, Coordinator  
Marin Cities for Climate Protection Campaign